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██████-3746-62

17 October 1962

MEMORANDUM FOR THE RECORD

SUBJECT : A. R. Testing Status of OXCART

1. On Tuesday, 16 October 1962, the A. R. testing status of the OXCART vehicle was reviewed in Washington, D. C. The meeting was attended by the following:

CIA: Dr. Herbert Scoville, Jr.
John Parangesky
Eugene Kiefer
James Cunningham
Col. Jack Ledford

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Lockheed: C. L. Johnson

2. Mr. Johnson presented the A. R. status report dated 11 October 1962, which was used for the basis of discussion in reviewing the A. R. status of aircraft # 122 comparing it to the full-scale model results obtained on the pole. The following items were agreed upon in the meeting:

a) Prior to concluding tests of aircraft # 122 on the pole, it would be necessary to derive complete pattern data in the flight configuration to include the following:

i. Both horizontal and vertical polarization of the radar at S-band.

ii. The aircraft must include iron paint on, and inside the, nacelle lip on the vertical tail as previously determined.

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iii. The attitude probe would be modified, gaps sealed with tape, and proper nacelle louvres installed.

iv. Tape recordings would be made of the data as per instructions and action of ██████ and EG&G. 25X1A

v. Attitudes to be tested include the 5° and 12° viewing angles.

vi. Tests of the final configuration should include the long exhaust plumes, inlets open, short plug and inlet open and short plug with the inlet fitted with a hair plug and finally with both inlets and outlets open.

vii. All tests include the plastic fins.

viii. One test should expose the UHF blade antenna.

b) At the conclusion of the above tests, the aircraft will be removed from the pole and flown as soon as possible - probably in the middle of December 1962.

c) U-2 aircraft 352 will be flown in the race-track pattern as soon as the ground equipment is available and prior to its modification for the ██████. 25X1A

d) Aircraft # 123 will be observed when it is flying to check out the ground equipment when feasible.

e) The full-scale model will be brought up to date for tests in the inverted position when required to evaluate aircraft changes, other antennae, etc. One series of tests will also be run right side up.

f) There is an unexplained increase in the floor pattern of 2 to 3 db on the full-scale model (and probably # 122)

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from tests run in July 1962. This is probably due to support problems.

g) Including the effect in item (f), it was agreed that after sealing cracks, painting the outboard elevator with iron paint and modifying the attitude probe, the A. R. pattern of aircraft # 122 would be substantially the same as the best patterns obtained on the full-scale model at S-band.

h) Kempter tests appear quite promising.

CLARENCE L. JOHNSON

Approved:

Herbert Scoville, Jr.